

# Reports of Shipping and News of Foreign Trade

## Steps Sought To Halt Drop In Port's Trade

Division of the Export Rail Rates to Meet Terms of Merchant Marine Act May Prove Aid to Situation

## Opposition From South

Division of Tonnage by the Shipping Board Brings That Section Advantages

Protests on the part of representatives of the South Atlantic States Association and the Mississippi Valley Association against any change in the existing export rail rates again call attention to the effect of the diversion of shipping from the port of New York and the consequent loss of much trade here.

With a committee comprising representatives of the Shipping Board and Interstate Commerce Commission taking up the question of the application of preferential rail rates on goods carried in American vessels, as provided for in the merchant marine act of 1920, the status of the Port of New York under existing conditions is an important factor in the situation.

When the United States Railroad Administration took over the roads, export rates lower than the domestic rates were in general effect on shipments in foreign trade. The administration, however, canceled these rates in all instances.

**Differentials Restored**

Toward the close of the war differentials were re-established for most of the ports, including those on the East, the South Atlantic and the Pacific Coast. No special rate, however, was placed on shipments through the port of New York. In the case of Boston, Portland Me., and some other North Atlantic ports, a penalizing differential was established.

As most shipping men view the situation, if the establishment of preferential rail rates on goods carried in American bottoms is made on the basis of differentials, a freight passing through New York and other ports will receive the benefit of the preferential rates and the result will be a further diversion of shipping from these ports and a greatly accentuated shrinkage in the share of North Atlantic ports in the foreign trade.

The protests of the Southern association is said to be against one of the terms of the peace treaty providing for the taking over by the Allies of German tonnage and requiring Germany to build ships for the Allies at the rate of 200,000 gross tons a year for five years. These are not meeting with general approval in British shipping and shipbuilding circles. Criticism is also made of the throwing upon the market in Great Britain of a great volume of seized German tonnage. The English shipping weekly *Fairplay* says:

"We are very sore with the Allies for requiring that the whole of the mercantile marine should be forfeited to the victors. On the other hand, some Allied shippers and shipbuilders are not altogether pleased with the decision to dispose of the boats in block, for the offering of them has seriously affected the value of all tonnage, so that the throwing of them on the freight market has so greatly depressed rates that both these and cargo values have reached such a figure that many shippers who had contemplated purchasing the ex-German vessels have determined to hold back until they have some chance of knowing where they are."

"It put it bally, if German workmen were of sufficient raw material is forthcoming competition with her, so far, anyhow, as regards the result has been accompanied by a pronounced lessening of the percentage of American trade carried in American ships."

What remedy for the existing situation has been suggested by the Eastern railroads has not been announced, nor has any official statement been made as to the method by which the Shipping Board and Interstate Commerce Commission representatives would seek to meet the policy of preferential rail rates.

It is assumed, however, that a plan will be sought to make up for what port will receive the benefit of the preferential rates.

Shipping men are expecting, therefore, that a rate will be made for North Atlantic ports. Apparently, they say, the Southern representatives fear that the establishment of these rates will destroy the differentials now favoring the North Atlantic ports.

**Southern Ports Gain**

The chief development of the Shipping Board's policy of diversion has been a marked expansion of the exports from Southern and Gulf ports, with no corresponding expansion in the ports handled through those ports. The result has been that the railroads have been having a large volume of freight to these ports and carrying very little in comparison away from them.

Shipping Board officials have declared that the port of New York has had a virtual monopoly of the handling of the country's exports and imports supposed to break up this monopoly.

According to the government's own figures, however, the percentage of imports and exports through the port of New York during the fiscal year ended June 30, last, were on'y about 2 per cent greater than for the pre-war fiscal year, despite the marked expansion of trade during the war. Less than half the country's trade passed through New York in the last fiscal year and in the present one the proportion has remained.

**More Vessels Tied Up**

WASHINGTON, Jan. 18.—Orders for drawing from service thirty more ships aggregating 180,000 deadweight tons have been issued at Baltimore, New York, Philadelphia and at Gulf ports, have been issued by the Shipping Board.

The largest vessel affected is the 12,000-ton steamer James Otis, to be tied at Baltimore. Three of the ships, the South Bend, Edellyn and Marcella, over 12,000 tons and will be tied at New York.

## Receiver for Shipping Line

### Tropical Steamship Corporation Said to Owe \$55,000

Charles H. Werner was unsworn receiver in equity for the Tropical Steamship Corporation, 44 Whitehall Street, before Judge Augustus N. Hand, in the United States District Court yesterday. Bond was placed at \$5,000. The complainant is Carroll, Hause & Carroll, who claims \$4,600 for water supplied to the company's vessels and of Pier 2, North River.

The complainant states that the defendant is a Delaware corporation, with substantial obligations of \$55,000. It also states that the defendant has been operating continuously for the account of the shipping line, which has threatened to take redelivery. The defendant consents to the receivership.

## Germany Pushing Steps to Restore Shipping Services

New Lines Being Inaugurated and Vessels Secured in Britain; Sale of Teuton Ships Causes Opposition

Indications that Germany is making every effort toward the speedy restoration of her shipping facilities are given in recent reports from that country.

The German Levant Line is reported to be inaugurating a new service from Hamburg to Oran, Algiers, Fiume, Trieste, Ancona and Bari.

A new direct service between Bremen and North Spanish ports is being established by the Bremen Shipping Company Neptune. German papers state that the company is considering starting sailings shortly to south Spanish ports.

A project is on foot for the creation of a large Rhine navigation company, with headquarters at Cologne, comprising exclusively German and Dutch interests.

The new company, formed by the Rhine Coal Syndicate and the Thyssen Company, it is estimated that by July 1 German industrialists will have a river flotilla of about 180,000 tons of barges on the Rhine. A considerable number of tugs and large quantities of material also have been ordered. This fleet would be reserved for the transport of coal and metals, and would replace the Rhine tonnage delivered and to be delivered to the Allies.

In the 7,500-ton liner Argentina has been secured for the Seaborg shipyard of Queenstown for the account of the Hamburg-South American Steamship Company, which will use her in the South American trade.

The Wester Aktiengesellschaft of Bremen, has launched the 9,000-ton steamship Sturmflut, building for the Hansa Steamship Company. It is stated that she will not have to be turned over to the Allies.

The terms of the peace treaty provide for the taking over by the Allies of German tonnage and requiring Germany to build ships for the Allies at the rate of 200,000 gross tons a year for five years. These are not meeting with general approval in British shipping and shipbuilding circles. Criticism is also made of the throwing upon the market in Great Britain of a great volume of seized German tonnage. The English shipping weekly *Fairplay* says:

"We are very sore with the Allies for requiring that the whole of the mercantile marine should be forfeited to the victors. On the other hand, some Allied shippers and shipbuilders are not altogether pleased with the decision to dispose of the boats in block, for the offering of them has seriously affected the value of all tonnage, so that the throwing of them on the freight market has so greatly depressed rates that both these and cargo values have reached such a figure that many shippers who had contemplated purchasing the ex-German vessels have determined to hold back until they have some chance of knowing where they are."

"It put it bally, if German workmen were of sufficient raw material is forthcoming competition with her, so far, anyhow, as regards the result has been accompanied by a pronounced lessening of the percentage of American trade carried in American ships."

What remedy for the existing situation has been suggested by the Eastern railroads has not been announced, nor has any official statement been made as to the method by which the Shipping Board and Interstate Commerce Commission representatives would seek to meet the policy of preferential rail rates.

It is assumed, however, that a plan will be sought to make up for what port will receive the benefit of the preferential rates.

Shipping men are expecting, therefore, that a rate will be made for North Atlantic ports. Apparently, they say, the Southern representatives fear that the establishment of these rates will destroy the differentials now favoring the North Atlantic ports.

**Marine Reports**

### THE TIDES

High water Low water  
AM PM AM PM  
Sandy Hook ... 3:29 9:03 9:42  
Governor's Island ... 3:19 8:50 8:48  
Hull Gate ... 4:57 5:32 11:40 11:48

### Arrived Yesterday

Str Aeolus Buenos Ayres, Dec 29, Monday.

Str Bremen Rio de Janeiro, Dec 29, Monday.